

# Background for Break-Out Working Session on Governance

Transit Planning Board

August 28, 2008

# Overview

- Purpose
- Timeline
- Background Materials (Details in your packet)
  - Financial Assumptions / Summary
  - Governance Assumptions for Discussion
  - Governance Strawman for Discussion
- Instructions

# Purpose

- Information is given to help you have a discussion
- Provided with:
  - A Funding Summary of Full Build out of Concept 3
  - A potential initial Concept 3 fast track construction phase (2017)
  - A Governance Strawman
- Breakout Groups will discuss:
  - Three Questions on Governance to verify Assumptions and set the stage for future discussions

# Timeline

- Timeline of Future Activities
- Functional Decision Points:
  - Service Coordination Activities – where will it continue?
  - Who will implement Concept 3?
  - What will be the decision making structure after TPB?

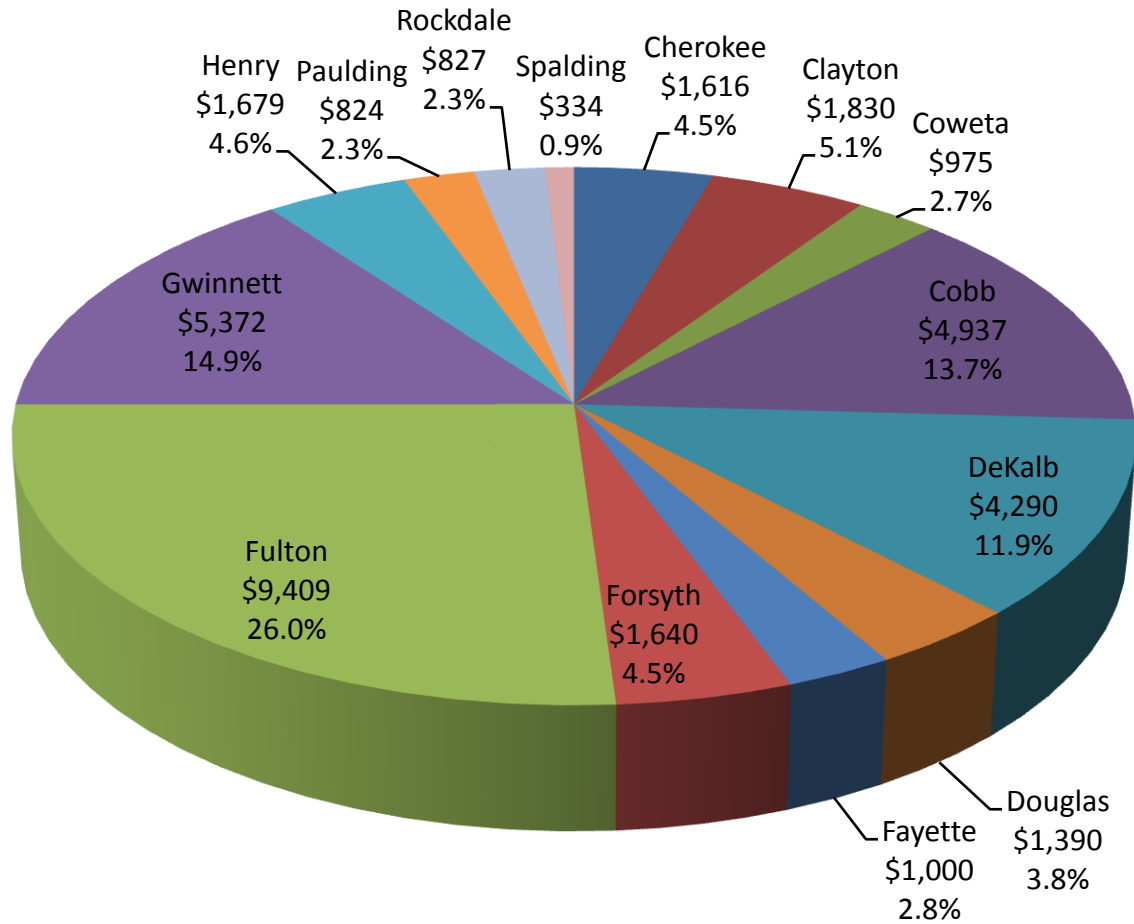
# Background – Funding Assumptions (FY 2009 – FY 2030)

- Study area includes 13 counties + Spalding
- 1¢ equivalent for 14 county region
  - Forecasts based on actual SPLOST revenues
  - Growth Rates from GSU Economic Forecast Ctr.
  - Collections begin January 2011
  - No second penny for Fulton, DeKalb and City of Atlanta
  - Funding includes a 25% growth in all surface bus service and ADA paratransit for the region
  - Farebox recovery ratios same as today
- Preliminary Review – More in depth analysis available in September

# Background - 14 County Revenue Projection

- 14 County 1¢ equivalent yields \$36.1 Billion (FY09-FY30)

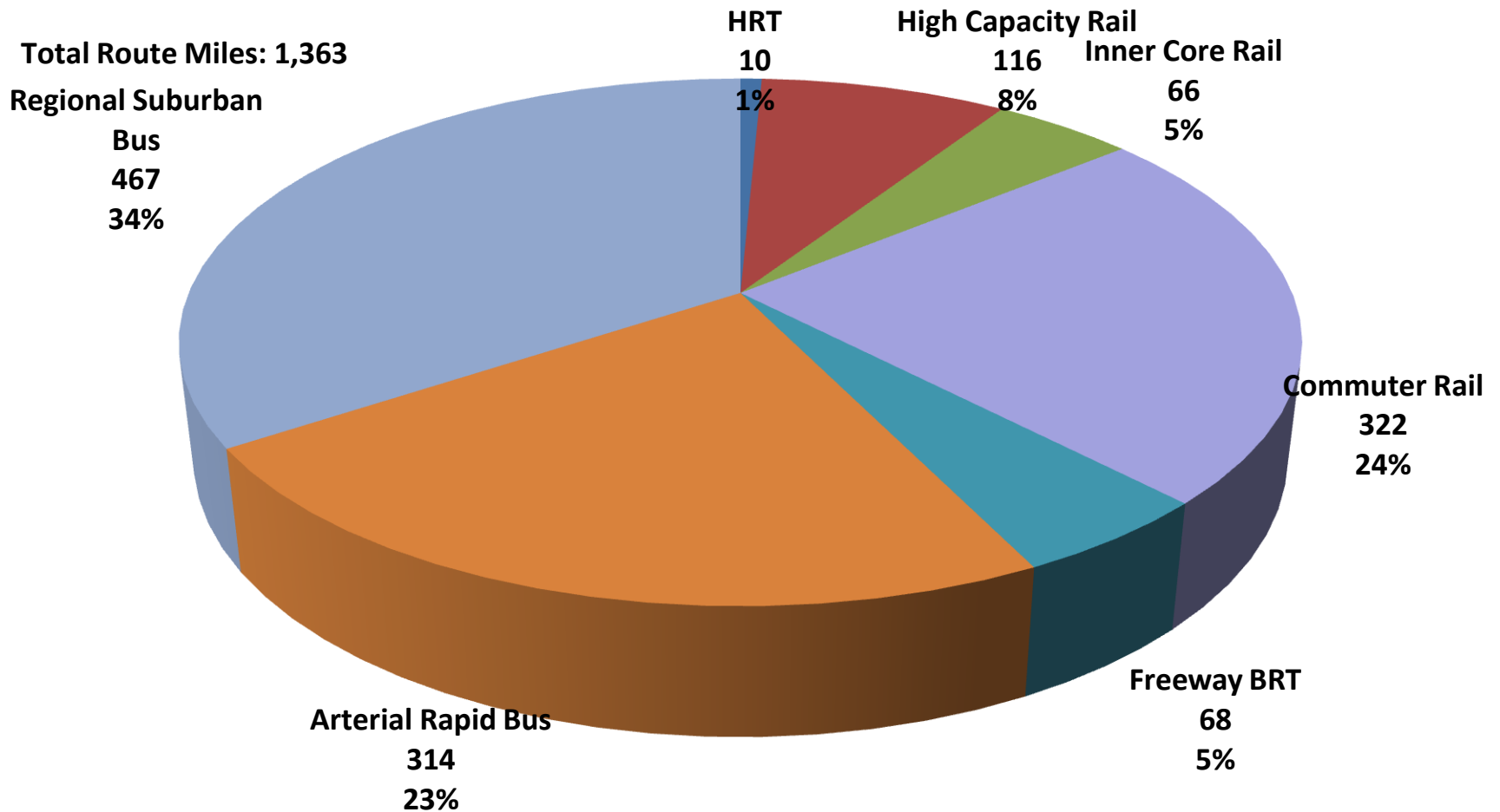
**% Equivalent of 1% Sales Tax Income through 2030**



# Concept 3 – Full Build 2030

- 14 County Service Levels (projected route miles)
  - HRT (MARTA Rail) 10 miles
  - High Capacity Rail (Diesel or Electric LRT) 116 miles
  - Inner Core Rail (Streetcar Network / Beltline) 66 miles
  - Commuter Rail 322 miles
  - Freeway BRT 68 miles
  - Arterial Rapid Bus 314 miles
  - Regional Suburban Bus 467 miles
  - Local/Regional/Suburban Bus Enhancements 1,100 buses

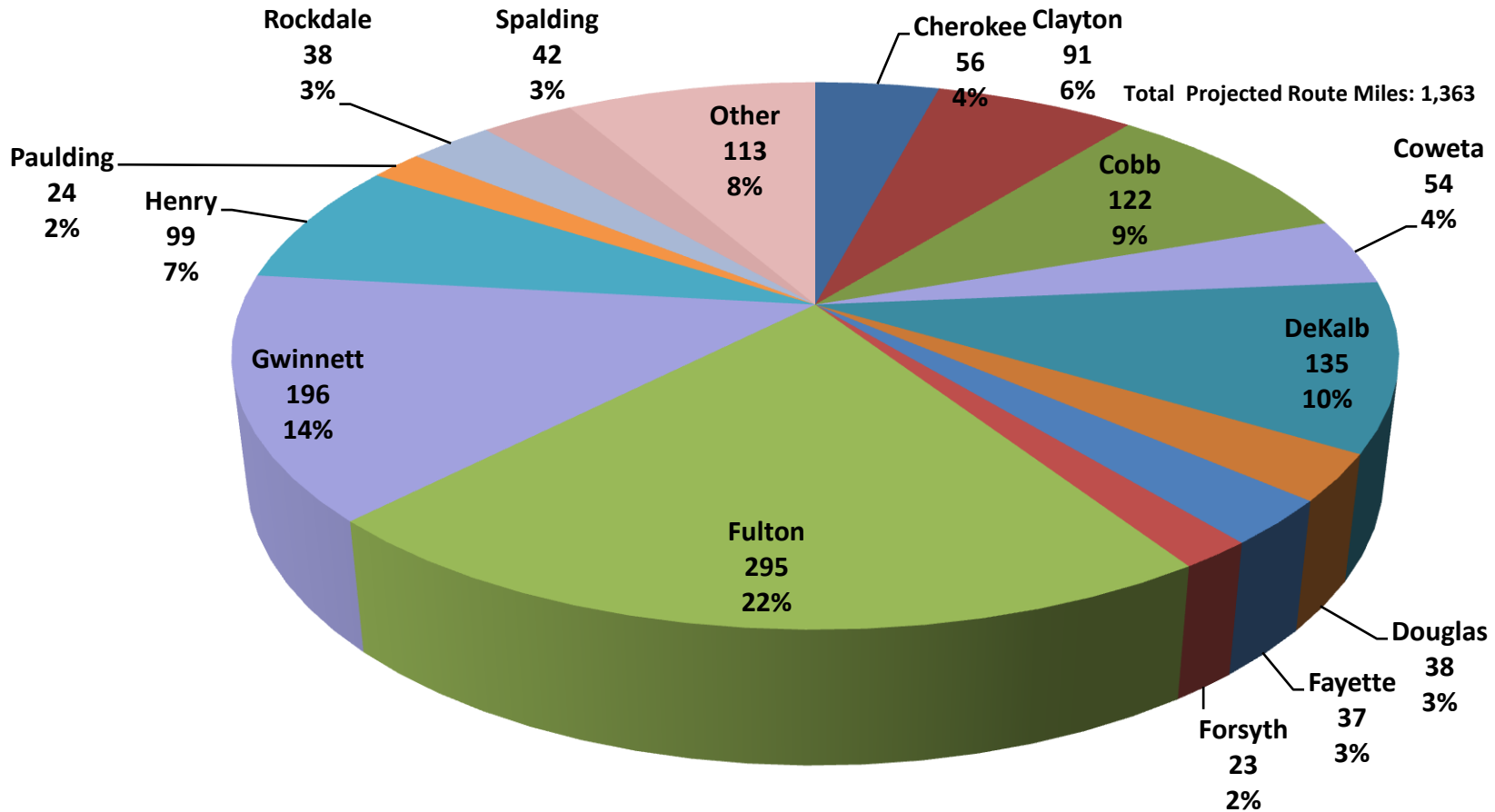
# Total Route Miles By Mode





# Concept 3 – Projected Route Miles

- Full Build Out Distribution of Projected Route Miles



Other summary information by county (boardings, population, employment, etc) provided in summary table in packet

# Concept 3 – Full Build Out

- Cost (\$2008)

- Capital

Existing Region <sup>1</sup>	\$6.1 Billion
Concept 3 – Full Build	\$20.7 Billion
Total	\$26.8 Billion

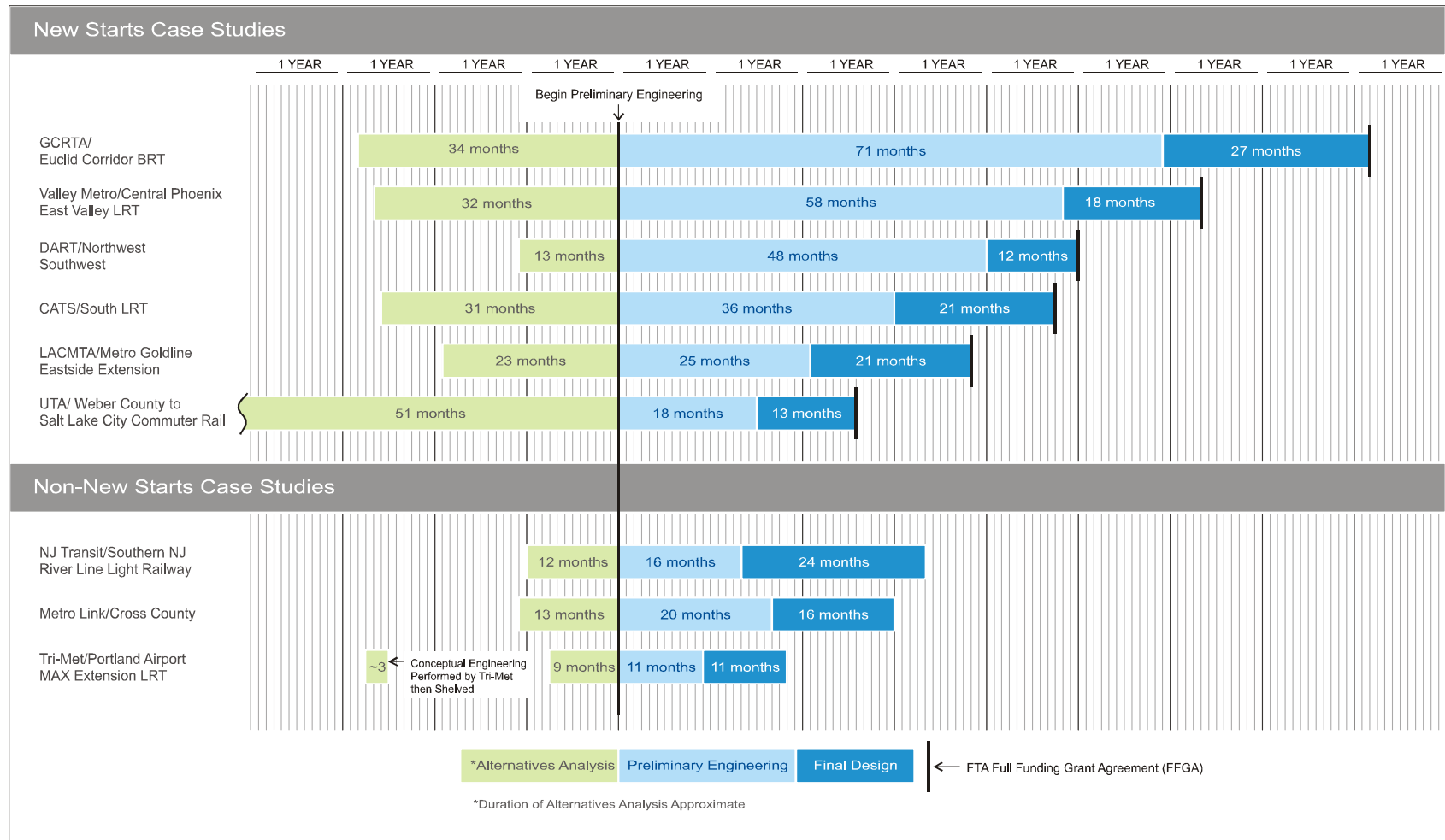
- Annual Operating

Existing Region	\$443.5 Million
Concept 3 – Full Build	\$729.3 Million
Total	\$1.2 Billion

- 1 Includes MARTA State of Good Repair estimate with others TBD, replacement of regional rolling stock on 12/5 year cycles (bus/L-vans)
- 2 Operating Expenses are gross and do not reflect system generated revenues such as fares, FTA formula funds, TOD, etc.

# Case Study Project Timeline Overview and Comparison

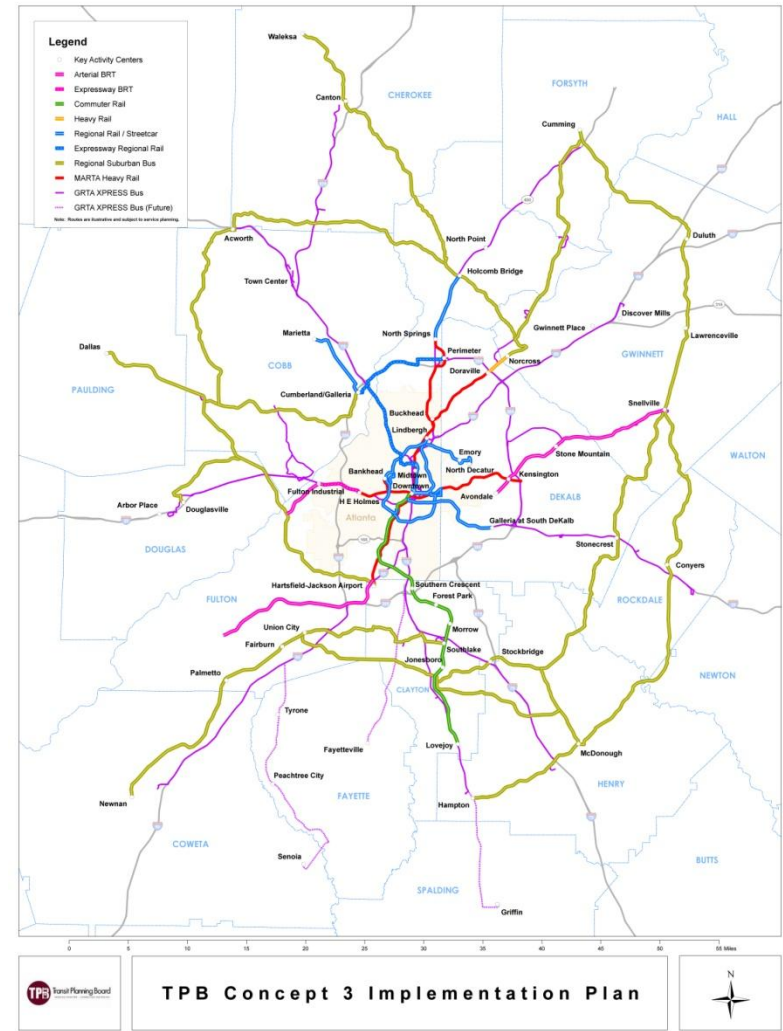
**This chart depicts the overall project development durations for the nine projects reviewed. The large variations in project development times reflect the unique nature of each project, however non-New Starts, as a group, are noticeably shorter.**



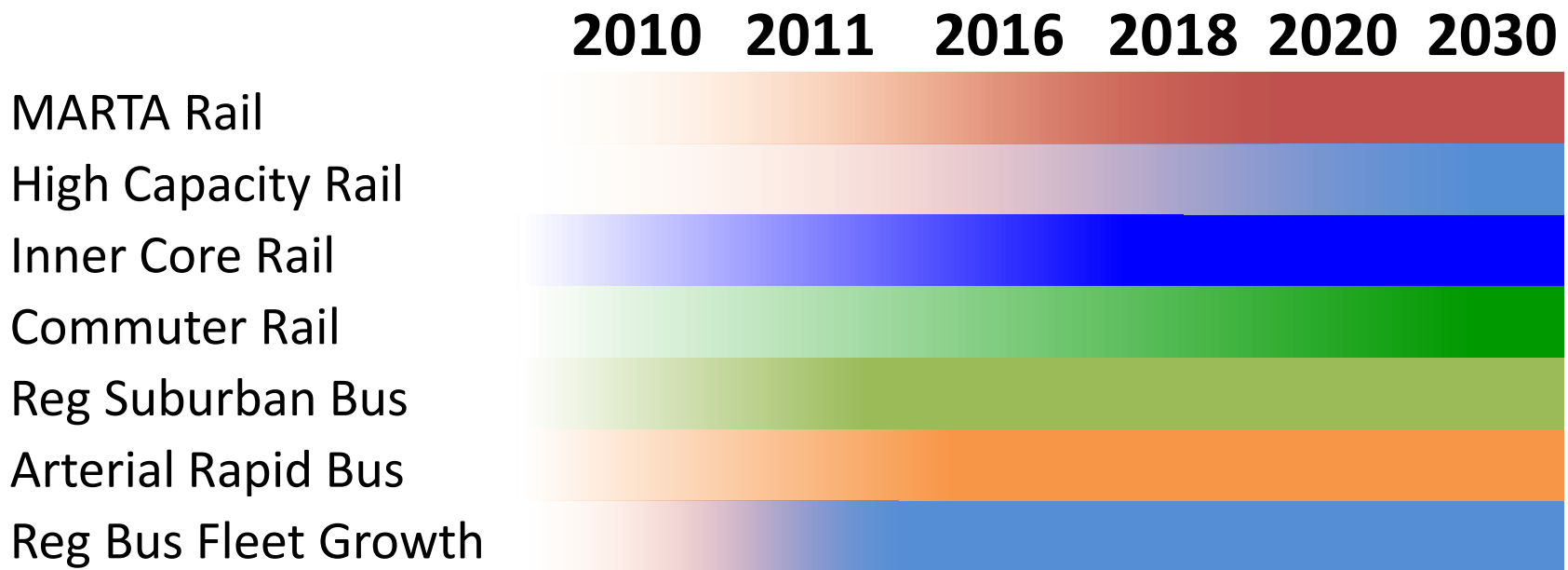
New Starts projects do not show construction phase

# Concept 3 – Fast Track

- Advances projects in major corridors for initial service in 5-7 years
- Includes a region wide 25% growth in bus service over next 3 to 5 years
- Costs are in \$2008
- Projects structured to provide local match for future Federally funded segments
- Planning for next phase included in Fast Track Program



# Fast Tracks Strategy: Advance Multiple Projects Simultaneously

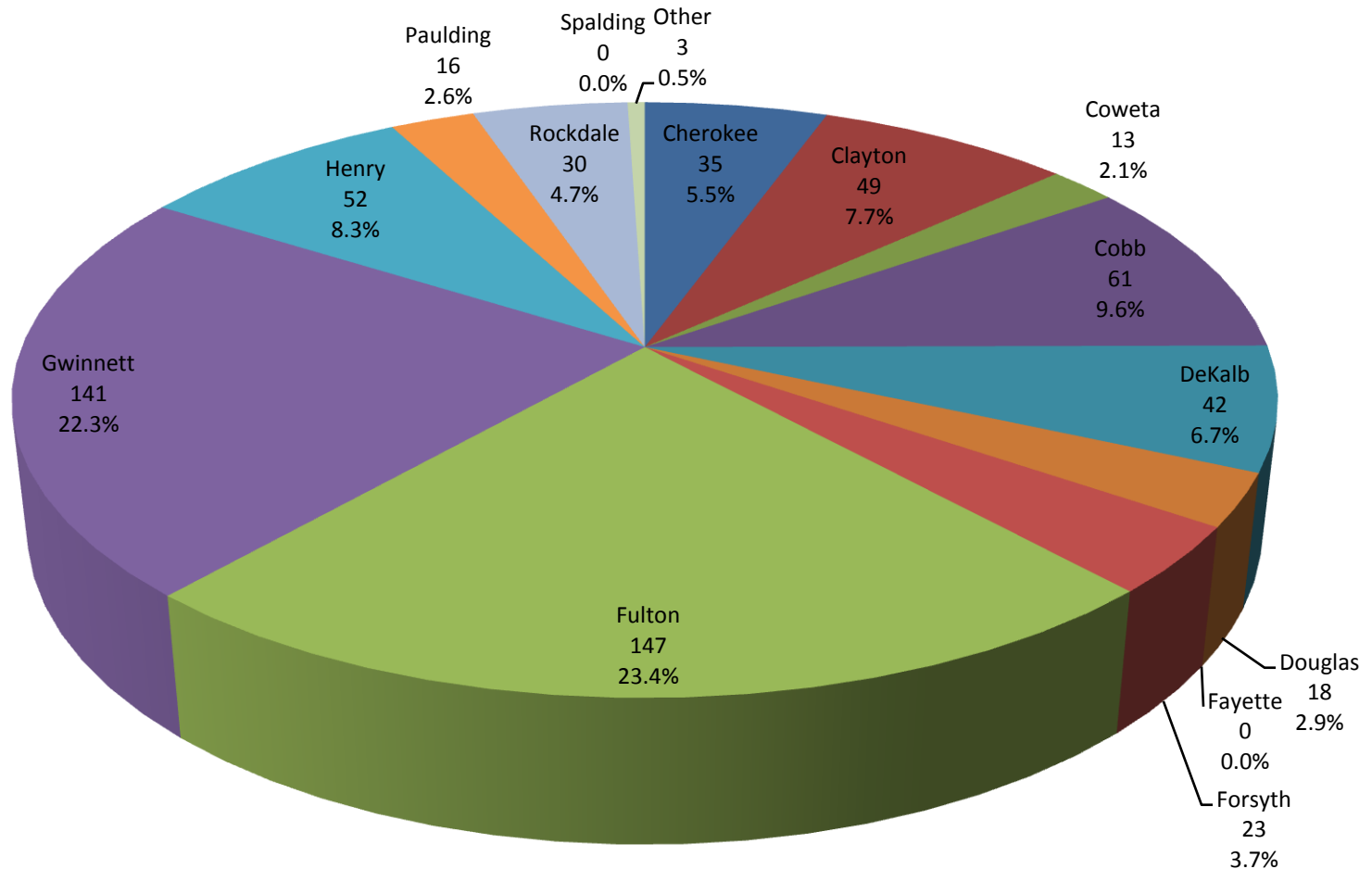


# Concept 3 – Fast Track

- 14 County Service Levels (projected route miles)
  - HRT (MARTA Rail) 4 miles
  - High Capacity Rail (Diesel or Electric LRT) 32 miles
  - Inner Core Rail (Streetcar Network / Beltline) 21 miles
  - Commuter Rail 81 miles
  - Regional Suburban Bus 467 miles
  - Arterial Rapid Bus 26 miles
  - Regional Bus Fleet Growth 500 buses

# Concept Fast Track Distribution of Projected Route Miles

## Distribution of Fast Track Projected Route Miles



- Does not include route miles of expanded local bus, express bus, paratransit network or account for transit station construction (such as investments in Spalding and Fayette counties).
- City of Atlanta included in totals for Fulton and DeKalb counties

# Concept 3 – Fast Track

- Cost (\$2008) <sup>1</sup>
  - Capital
    - Existing Region<sup>2</sup> \$6.1 Billion
    - Concept 3 – Fast Track<sup>3</sup> \$4.8 Billion
    - Total \$10.9 Billion
  - Annual Operating
    - Existing Region \$394.0 Million
    - Concept 3 – Fast Track \$144.3 Million
    - Total \$538.3 Million

<sup>1</sup> The Fast Track program can be constructed and operated with an equivalent of a 1¢ regional sales tax; local build out of Fast Tracks (2015 - 2017)

<sup>2</sup> Includes MARTA State of Good Repair estimate with others TBD, replacement of regional rolling stock on 12/5 year cycles (bus/L-vans)

<sup>3</sup> Build out of entire Fast Track complete in 2012-2016

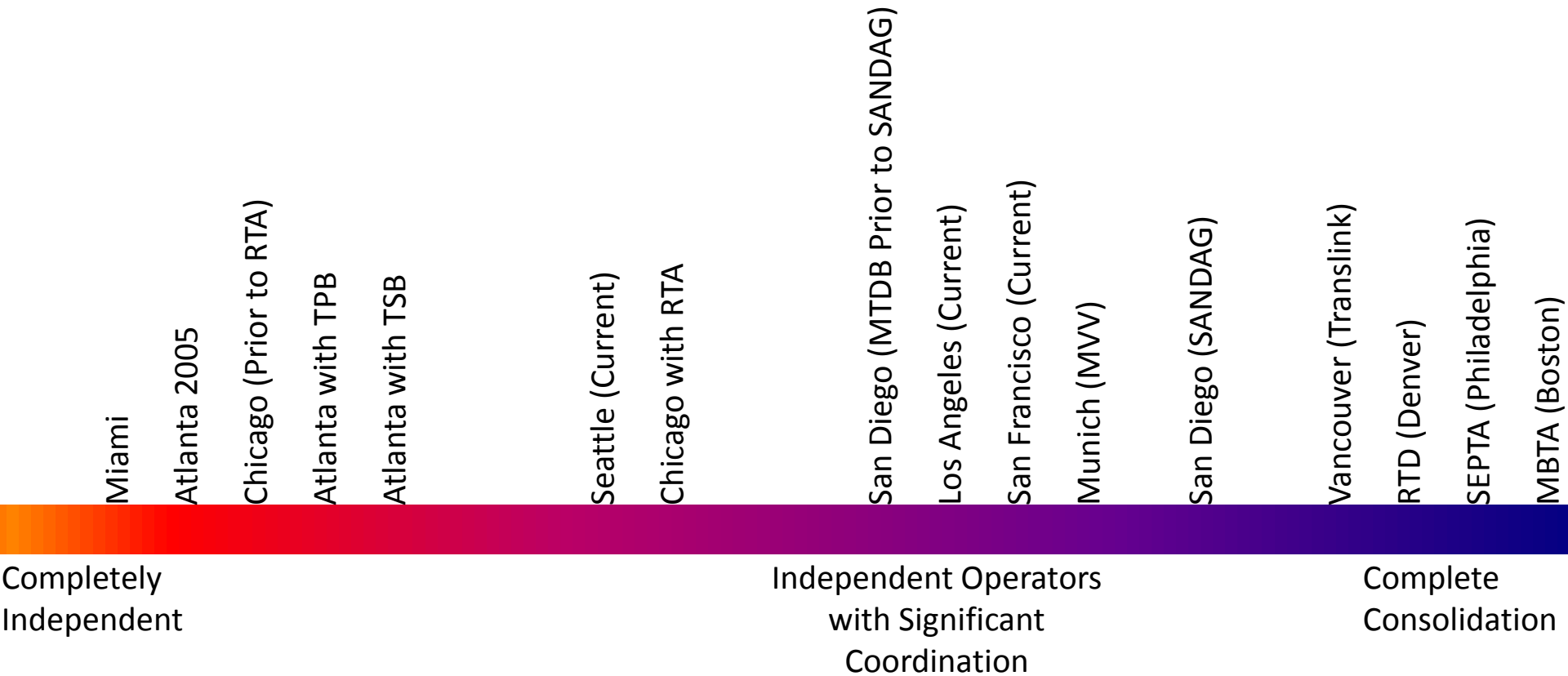
<sup>4</sup> Fare box recovery ratio same as today – 30%?



# Evolution Rather than Revolution

- To reach **Going Forward** Basis
  - Existing Institutions, Funding, Services Remain
  - Focus on New Infrastructure and Services
- Lays out a Framework that can accept New Funding
- Growth through Incremental Change
- Immediate Challenges
  - Fare Policies
  - Service Coordination
  - Performance Monitoring
  - Clear Identification of Roles

# Evolution – It's been done before!



# New Governance Objectives

- Rapid and Cost-Effective Implementation and Operation of Concept 3
- “State of Good Repair” of Existing System and New Investments
- Regional Transit Policy
  - Service Coordination
  - Data Collection and Dissemination
  - Transit Marketing

# Guiding Principles

- Pay to Play – “Good-Faith” Participation
- Weighted Representation
  - Funding
  - Service Statistics
- Will not Operate Service or Own Assets
- Driver of Regional Transit Policy
- Designed Evolution
- Foster Collaborative Implementation and Services through Existing Assets

# Regional Transit System – Evolution Strawman #1

**Legally Constituted Entity (s) (Can be existing or new ) Responsible for:**

**Service Coordination** – Standing Committee

**Performance Measurement / Monitoring**

**Fare Coordination** – Use Breeze Regional Meeting for fare decision making

**Implementation / Long Range Planning** – IDENTIFYING SPONSORS FOR REGIONAL PROJECTS

**Customer Information** – Joint coordination between current operators' customer information services

**Regional Funding Allocation** – Forum for deciding distribution of any new funding coming to the region

**HST** – Regional Paratransit Coordination (i.e. regional eligibility)

**Public Involvement / Citizen Advisory Committee**

**Quad Party Signatories:**  
ARC, GDOT,  
MARTA, GRTA

**Existing Transit Operations:**

- CATS
- CCT
- C-TRAN
- Douglas Rideshare
- GCT
- MARTA
- Xpress

# Instructions!!

- Discussion Questions
  1. Are you comfortable with the guiding principles posted on the wall?
  2. If the Regional Transit Institutional Analysis was Step 1 and the creation of the TPB was Step 2 then based on the Guiding Principles what is the next step in the evolution of a Regional Governance Structure ?
  3. What is the relationship between the next step in the evolution and new funding?
- Things to Remember:
  - We need you to answer the questions above to provide more details like:
    - Where is this housed?
    - Who is responsible for building rail?
    - What is the potential board composition?
  - Fast Tracks, Full Build Out, and Funding Information are for you to use as illustrative examples to help you answer these questions
- Resolution of key issues can lead to transition plan for sunset of TPB